

DRIVES
IN
NORTHAMPTON
AND
VICINITY.

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NORTHAMPTON & EASTHAMPTON

Scale 2 inches to the mile

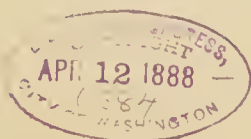






DRIVES
IN
NORTHAMPTON
AND
VICINITY.
WITH MAPS.

By F. N. KNEELAND.



NORTHAMPTON, MASS. :
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1888.

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1888.



Dedicated to my Horse.

INTRODUCTION.

Do you know that you live in the midst of one of the most charming regions in this country? Travellers unite in the opinion that there can nowhere be found scenery more beautiful than that around our city.

Jenny Lind, enraptured by its loveliness, lingered here many months, and gave it the title, "Paradise of America." In "Picturesque America" you may read—"The scenery along the river if possible grows more charming as we advance. The hills assume the name of mountains. We have reached Northampton, in all respects one of the most beautiful villages in this or in any other land, situated on the west side of the Connecticut, on rising ground, about a mile from the river."

Beecher writes in "Norwood,"—"Look with my eyes, good reader, upon the town of Norwood, that, refusing to go down upon the flat bottom-lands of the Connecticut, daintily perches itself upon the irregular slopes west, and looks over upon that transcendent valley from under its beautiful shade trees, and you will say that no finer village glistens in the sunlight, or nestles under arching elms."

In Kathrina, Holland speaks of Northampton, as

"Queen village of the meads,
Fronting the sunrise and in beauty throned,
With jeweled homes around her lifted brow
And coronal of ancient forest trees—
Northampton sits and rules her pleasant realm.
There, where the saintly Edwards heralded
The terrors of the Lord, and men bowed low
Beneath the menace of his awful words;
And there where Nature with a thousand tongues,
Tender and true, from vale and mountain top
And smiling streams, and landscapes piled afar,
Proclaimed a gentler gospel, I was born."

There is no uninteresting scenery around our city. Here, and in the surrounding towns, are beautiful streets, shaded by fine elms of great age, and pleasant river and meadow drives. The views from Mts. Holyoke and Tom, for cultivated beauty, cannot be surpassed, and within twelve miles of our city are accessible hills, 500 feet higher than Mt. Holyoke, or as high as the village of Bethlehem in the White Mountains.

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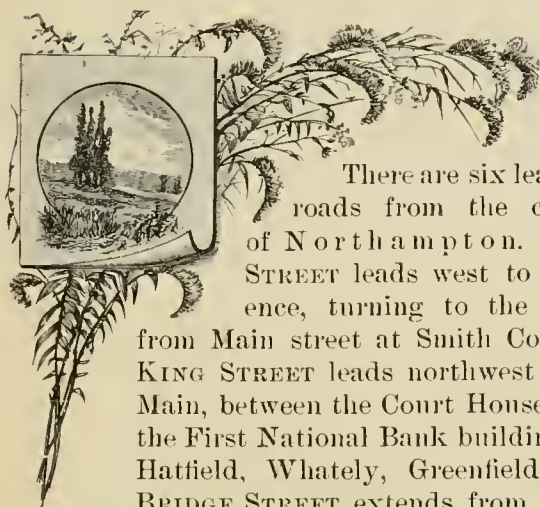
I have been surprised to learn how little many people here know of the scenery so near at hand. I have taken old residents on short drives, within four miles of the center of our city, and have been astonished to hear them say, "I have never been here before, I did not know of any such place." This is my reason for writing up these drives. Though not professing to know more about the drives around us than some others, yet being familiar with many of them, and somewhat of an enthusiast about the beauty and picturesqueness of our scenery, I have tried to lay out plainly the paths in which I have found much pleasure and profit, hoping that they may be of help to others. Take your team, if you have one, if not, hire one, follow the directions as here given, and see what there is around you. Suppose that this year, instead of spending your money at some well advertised place of resort, you spend the same amount in driving or riding through Western Massachusetts. You will see more beauty and perhaps as much grandeur, gain as much in health, enjoy yourself better, and learn something of your own surroundings.

THE MAPS.—The County map is made up from the surveys made by the State at an expense of several hundred thousand dollars. It has lately been revised for this work and is now very nearly correct. I call attention to one error viz:—the words Mass. Central R. R. ought not to have been printed against the extension of the New Haven & Northampton R. R. in the towns of Whately and Deerfield.

On the Northampton and Easthampton map are figures against the roads, they indicate the distance in rods from one road to another. On this map are shown the meadow roads which afford pleasant drives but are not written up in detail.

"But on and up, where Nature's heart
Beats strong amid the hills."

—*Lord Houghton.*



There are six leading roads from the center of Northampton. ELM STREET leads west to Florence, turning to the right from Main street at Smith College. KING STREET leads northwest from Main, between the Court House and the First National Bank building, to Hatfield, Whately, Greenfield, etc. BRIDGE STREET extends from Main at the railroad crossing and leads northeast to Hadley, Amherst, and Boston. PLEASANT STREET leads from Main, directly opposite King, southeast to South Hadley, via Hockanum Ferry. SOUTH STREET leads from Main, opposite the Mansion House, southeast to Easthampton and Springfield. WEST STREET leads southwest to Loudville, Westhampton, Huntington, etc., turning to the left from Main street at Smith College, and again to the left after a few rods, at the top of the hill.

Besides those already named, there are cross roads, a few miles out, which it is well to know, as follows:—at Pine Grove School House, Roberts Meadow, West Farms and Kingsley's Bridge.

Wherever Mountain street is named, it refers to the nearly straight road in the eastern part of Williamsburg, shown plainly on the County map, lying between Horse Mountain and Beaver brook ; it is a little more than one mile long. Though the name Mountain street is applied to quite a district in eastern Williamsburg, I have used it only as above, and in that connection shall refer to it often. The road from the southern end of Mountain street, over Horse Mountain to a pond in Hatfield, is used very little.

Hospital Hill or Hospital grounds refer to the State Lunatic Hospital, the Dickinson Hospital not being mentioned.

No. 1.

TO PINE GROVE SCHOOL HOUSE.

Drive through West street to the top of Hospital Hill. A few rods after passing the gate to the Hospital grounds the road divides ; bear here to the left, then keep the direct road. After passing the ice house and ascending the hill, the road again divides ; bear here to the right, and a drive of one-half mile brings you to Pine Grove School House, a brick building on your right where the roads cross. This is an important point, because roads lead from it in several directions, as you will see on the Northampton and Easthampton map. The road from Northampton, on which you have come, continues to Loudville, Westhampton, Huntington, etc. The road to the right leads to Florence ; that to the left divides after a few rods, the right leading to Park Hill and the left to Easthampton. Two and three-quarter miles each way ; no railroad crossing.

TO ROBERTS MEADOW.

Drive through Elm street to Florence; pass through Florence and cross either iron bridge. To reach the upper bridge, turn to the left at Cosmian Hall; to reach the lower bridge, take the road past the Congregational Church and school house. If you cross the upper bridge, keep the straight road; if you cross the lower bridge, bear to the right as soon as you cross the bridge, and you will soon enter the road from the upper bridge. After that, bear to the left, rejecting all roads leading to the right. Passing over Roberts Hill you cross the bridge over Roberts Meadow brook at the foot of the hill, drive through the meadow, cross another bridge, and you are at Roberts Meadow, which consists of a few houses at the crossing of the roads. The road on which you have come continues to Westhampton and Chesterfield; the road to the right leads to Williamsburg; that to the left to West Farms. Roberts Meadow is shown plainly on the Northampton and Easthampton map, just northwest of Roberts Hill, and on the County map northwest of Saw Mill Hills, where the red dotted line begins. Five miles each way; no railroad crossing.

TO WEST FARMS.

West Farms is a small village scattered along the road which leads south from Roberts Meadow for more than two miles. To reach this place, drive to Roberts Meadow as in No. 2, then turn to the left. Or, drive to Pine Grove School House as in No. 1, then keep the straight road about two miles and turn to the right at the first cross-road. The distance by way of Roberts Meadow is seven miles; by way of Pine Grove

School House, five and one-half miles. There is one road which crosses this West Farms road, about one-third of a mile north of the chapel. The eastern section soon divides; the left branch, well travelled, leads to Florence; the other branch, nearly straight, is grass grown, in poor repair and difficult of passage with a top carriage, but is used some. It leads to Northampton over Hospital Hill and is a pleasant wood road. The western section, after about a mile, is impassable, having been discontinued, but is a pleasant road for this distance, and picnic parties sometimes avail themselves of it. No railroad crossing.

No. 4.

TO KINGSLEY'S BRIDGE, LOUDVILLE.

Drive to Pine Grove School House as in No. 1, then keep the direct road, crossing but one road (the West Farms road); about one mile beyond this road you cross Kingsley's Bridge, high above the river. The road on which you have come continues to Huntington. The road to the right leads to Westhampton center, and the road to the left leads to Loudville and Southampton. Plainly shown on the Northampton and Easthampton map, in the southwest corner of Northampton, the name S. Kingsley being on the map near the bridge. Shown also on the County map on the dotted line of road from Northampton to Westhampton. Six miles each way; no railroad crossing.

No. 5.

TO HATFIELD.

Drive through King street and keep the direct road; after crossing the high bridge over the railroad, turn sharply to the right; one mile from this bridge, where the road divides, bear to the right, and after crossing two rail-

roads keep the direct road to Hatfield. The village is on the bank of the Connecticut river; the name Hatfield on the County map is at the railroad station, two miles west of the village. The road is shown on the County map by a red dotted line, which begins and bears to the right just above the bend in the Connecticut river north of Northampton. In returning, at the lower end of the street on which the church is located, turn to the right, the straight road will take you into the meadows. The change in the roads at the high bridge over the railroad is shown on the County map, but was not corrected on the Northampton and Easthampton map. Five miles each way; four railroad crossings each way.

No. 6.

TO WHATELY.

Drive as in No. 5, to where the road divides, one mile beyond the railroad crossing; here keep the direct road and you will soon pass the camp meeting grounds. After crossing two roads in the next two miles the road divides; bear here to the left and then keep the direct road to Whately. Shown on the County map by a red dotted line beginning at the bend in the Connecticut river, north of Northampton, and extending due north. In returning, after crossing the bridge at Westbrook, be sure and take the Northampton road shown by the red dotted line (guide board here). Eight and one-half miles each way; two railroad crossings each way.

No. 7.

TO HADLEY.

Drive through Bridge street, cross the bridge over the Connecticut river and keep the direct road. The Central Mass. railroad track is parallel with this road and quite near it most of the way, but does not cross it at any point. Two and one-half miles each way.

TO AMHERST.

Drive to Hadley as in No. 7, and keep the direct road, crossing the railroad a few miles beyond Hadley. Shown on the County map by a red dotted line, beginning at the bridge over the Connecticut river and passing through the center of Hadley. Seven and one-quarter miles each way.

TO SOUTH HADLEY via HOCKANUM.

Drive through Pleasant street and the meadows to Hockanum ferry; after crossing the river, turn to the right, pass around the end of the Mt. Holyoke range through the "Pass of Thermopylae," and take the first road to the right after passing the lane leading to the right, on which is a house some distance from the road; then follow the direct road to South Hadley. Shown on the County map by a red dotted line. Six miles each way; one railroad crossing in Pleasant street.

TO SOUTH HADLEY via SMITHS FERRY.

Drive on South street until you cross the bridge, which is only a short distance from Main street; then turn sharply to the left, pass through Maple street and continue the direct road south, which is near the railroad and crosses it at Mt. Tom station and again before reaching Smiths Ferry. At Smiths Ferry station turn to the left across the railroad, cross the river by the ferry, then turn to the left, and after crossing the brook, bear to the right to South Hadley. Shown on the County map by a red dotted line. Six miles each way.

This is a bad road for a horse that is afraid of the cars. You avoid much of the railroad and get finer views, but increase the distance one and three-quarter miles by continuing on South street, after crossing the bridge, until you reach Fort street, which is the fourth street leading to the left from South, after ascending the second hill. Drive through Fort Street and the meadows (rejecting any roads leading to the left after descending the hill), nearly two miles, until you reach the house where the road divides; bear here to the left and you will soon cross Manhan river and the railroad; at the next road, turn to the left and then keep the direct road to Smiths Ferry, crossing the railroad at Mt. Tom Station. Shown on the Northampton and Easthampton map. Seven and three-quarter miles each way.

No. 11.

TO EASTHAMPTON.

Drive through South street; at the end of South street, which is one mile from Northampton center, the road divides; here take the left or nearly straight road, which you will keep, crossing the railroad once (take no roads leading to the left) to Easthampton. Shown plainly on the Northampton and Easthampton map, and on the County map by a red dotted line. Four and one-quarter miles each way.

No. 12.

TO HAYDENVILLE.

Drive to Florence; at Cosmian Hall bear to the right and then keep the direct road until you have crossed the railroad track. About one-third of a mile beyond, where the road divides (see "M. Warner" on the Northampton and Easthampton map), turn to the right and then keep the direct road over the hill, nearly three miles, to Haydenville. Six miles each way.

*No. 13.***TO HAYDENVILLE via LEEDS.**

Drive as in No. 12, to M. Warner's; turn to the left and go over the hill down into Leeds, four miles from Northampton; cross the river and take the first road to the right. It is a beautiful drive of two miles along the river bank, coming into Haydenville on the west side of the river. Six miles each way. Or, go to Haydenville by No. 13 and return by No. 12. Twelve miles. Cross the railroad twice each way.

*No. 14.***TO WILLIAMSBURG.**

Drive to Haydenville as in No. 12, then keep the direct road past the Brass Works. When you reach the Williamsburg depot bear to the left, keeping the most travelled road. Eight miles each way; cross the railroad twice each way.

*No. 15.***TO WILLIAMSBURG, WITHOUT CROSS-
ING THE RAILROAD.**

Drive to Florence; at Cosmian Hall bear to the left and cross the iron bridge; about a mile from the bridge the road divides; bear here to the right and after driving two-thirds of a mile you will pass over a high bridge; then bear to the left and drive through Leeds street. At the iron water tank at the end of the street, turn to the left, cross the river, keep the direct road up the hill and a drive of four and one-half miles brings you into Williamsburg. This is a beautiful drive, a half mile longer than the common road, No. 14, but it is a better road with less travel and away from the railroad. Eight and one-half miles each way.

Or, go to Williamsburg by No. 15 and return by No. 14. Sixteen and one-half miles.

*No. 16.***FIFTEEN and ONE-HALF MILES DRIVE.**

Drive to Easthampton; at the stone library building bear to the left, then keep the direct road, passing, after crossing the railroad, one road to the right and bearing to the left at next division in the road; now keep this road, passing one road to the left and turning at the next road to the left and very soon again to the left at the brook and old mill. The road now follows by the side of Broad brook; keep this road one and three-quarter miles, passing one road to the left and turning to the left at the next road (which is the road that comes over the mountain from Holyoke), to Easthampton and thence to Northampton. Shown on the Northampton and Easthampton map.

*No. 17.***FOURTEEN AND ONE-HALF MILES DRIVE.**

Drive as in No. 16, to the mountain road from Holyoke, and instead of turning to the left to Easthampton, cross the mountain road, turning to the right at the school house on the mountain road. Follow this road a little more than two miles, passing two roads to the left (not including the road a few rods from the school house), and turning to the left at the next road. After crossing the railroad and Manhan river, at the first division in the road, near a large house, bear to the right to Northampton, through the meadows. Shown on the Northampton and Easthampton map.

*No. 18.***TO THE SOUTHERN END OF MT. TOM RANGE.**

Drive to Easthampton, take the second street to the left after passing the stone library building (Village street); follow this street, and after crossing the railroad and passing one street to the right, bear to the right at the next divi-

sion (Mountain street). Drive nearly three miles to a house on the right side of the road, at about the highest part of the road over the range to Holyoke. For this house see "J. McMahon" on the Northampton and Easthampton map, at the lower end of the Mt. Tom range. From this point walk up to the summit. It is not difficult to climb, and when you reach it you stand on an elevation 1,214 feet above the sea level, and 260 feet higher than Mt. Holyoke. Walk along on this ridge, which on the northwest side is nearly perpendicular, for a quarter of a mile, and see if there is not grandeur as well as beauty here. The view is extensive in all directions, including

Hadley,	Granby,	Suffield,
Amherst,	South Hadley,	Westfield,
Hatfield,	Ludlow,	Hartford, Ct.,
Montague,	Palmer,	Blandford,
Shutesbury,	North Wilbraham,	Middlefield,
Pelham,	Longmeadow,	Goshen,
Wachusett Mt.,	Enfield,	Greylock Mt.,
Belchertown,	Rockville, Ct.,	Mt. Anthony,
Mt. Monadnock,	Tolland, Ct.,	Haystack,
Mt. Toby,	Holyoke,	Williamsburg,
Mt. Sugarloaf,	Meriden Hills, Ct.,	Haydenville,
Mt. Grace,	Southampton,	Shelburne,
Northampton,	Chicopee,	Easthampton,
Hardwick,	Springfield,	Westhampton,
Brookfield,	West Springfield,	

And a number of other towns in Connecticut, which it is difficult to locate or name. It is probable that a road will soon be built to the summit. Seven and one-half miles each way.

A little nearer way to reach this point is to drive on South street to Fort street; then drive through Fort street and the meadows about two miles, until you reach a house where the road divides, turn here to the left and you will soon cross Manhan river and the railroad. (Described thus far in No. 10.) At the next road turn to the right, now keep the direct road which winds along at the foot of the Mt. Tom range (take no road to the right); turn to the left at the first road, keep to the left, and you soon begin to ascend; stop at J. McMahon's at the end of the Mt. Tom range, as above. Six and one-half miles each way.

*No. 19.***TO AMHERST—RETURN via PLAINVILLE.**

Drive to Amherst as in No. 8. In returning, turn to the west at the Amherst house into Amity street, then keep the direct road. After crossing the Plainville road (if you wish to go to Plainville center, turn to the right at this road) and passing the cemetery on your right, take the right hand road and pass over the slope of Mt. Warner; then take the first road to the left, or go on to the Connecticut river and turn to the left; either road will take you to Northampton via Hadley. Fifteen miles; one railroad crossing each way.

*No. 20.***TO SPRINGFIELD.**

Drive on South street until you cross the South street bridge, turn here sharply to the left as in No. 10, then keep the direct road as in No. 10, to Smiths Ferry, and so on to the south, passing to the right of Holyoke center, through Ashleyville and West Springfield, crossing the Connecticut river at Springfield. A bad road for a horse that is afraid of the cars. By making the drive one and three-quarter miles longer, you avoid much of the railroad (see No. 10). Shown plainly on the County map by a red dotted line. Seventeen miles each way.

*No. 21.***TO HOLYOKE.**

Drive as in No. 20, through Smiths Ferry, keeping the direct road south and turning to the left at either the first or second road. These two roads are near each other and nearly four miles below Smiths Ferry. Shown plainly

on the County map by a red dotted line. A bad road for a horse that is afraid of the cars. By making the drive one and three quarter miles longer, you avoid much of the railroad (see remarks in No. 10). Eight miles each way.

Or, drive to the southern end of Mt. Tom range as in No. 18, then on over the range by the direct road, taking no roads to the right.

No. 22.

TO WESTHAMPTON.

Drive to Kingsley's bridge as in No. 4. After crossing this bridge turn to the right, keep this road two-thirds of a mile to where it divides and bear to the left on the most travelled road. In two-thirds of a mile more the road divides again; bear to the left and then follow the straight road to Westhampton. Shown plainly on the County map by a red dotted line. Nine miles each way; no railroad.

No. 23.

TO WESTHAMPTON via ROBERTS MEADOW.

Drive to Roberts Meadow as in No. 2, keep the straight road, turning neither to the right or left. After passing the reservoir on your right, take the first road to your left (a few rods from a small bridge on the right hand road), then keep this road nearly three miles to Westhampton center. Shown plainly on the County map by a red dotted line from Roberts Meadow. Nine miles each way; no railroad.

No. 24.

EIGHTEEN MILES DRIVE.

Drive to Westhampton by No. 23, and return by way of Kingsley's bridge, the reverse of No. 22. This whole line is shown on the County map by a red dotted line. No railroad.

SIX MILES DRIVE.

Drive on the Easthampton road (No. 11), until you have crossed the railroad ; then take the first left hand road, cross the railroad again and turn into the first left hand road ; and at the next division of the road, where stands a large house, turn to the left to Northampton through the meadows.

NINE MILES DRIVE.

Drive to Easthampton as in No. 11 ; return on same road about one-half mile until you reach a wooden school house ; turn here to the left, go on about one mile and turn to the right at a road which is the third road to the right after you pass the school house ; or, go one-third of a mile further, to Pine Grove school house and then turn to the right. Either road will take you home over Hospital Hill or through South street. Shown on the Northampton and Easthampton map. Several railroad crossings.

TEN MILES DRIVE.

Drive to Easthampton and return the same way as in No. 25, to Pine Grove school house ; then instead of turning to the right, keep the straight road nearly one mile further until you reach the next road ; turning here to the right you will come home by the State Lunatic Hospital. Shown on the Northampton and Easthampton map. One railroad crossing.

ELEVEN MILES DRIVE.

Drive to Easthampton and return the same way as in No. 26, but instead of making the last turn to the right, keep the straight road to Florence and thence to Northampton. Shown on the Northampton and Easthampton map. Two railroad crossings.

TO EASTHAMPTON WITHOUT CROSSING THE RAILROAD.

Drive through West street to the top of Hospital Hill, turn to the left just after passing the Hospital gate, then keep the direct road past the ice house to the top of the next hill, then bear to the left and keep the direct road to Easthampton. This is a little longer drive than the direct road in No. 11, but there are finer views and no railroad crossings. The reverse of drive No. 25. Shown on the Northampton and Easthampton map. Four and one half miles each way.

TO EASTHAMPTON RETURNING BY WILLISTON MILLS.

Drive to Easthampton as in No. 11. After crossing the bridge and ascending the hill in Easthampton, bear to the left into Pleasant street, and then keep the direct road; you will cross the Manhan river and the railroad and then take the first right hand road; at the next division in the road where stands a house, bear to the left to Northampton through the meadows. Nine miles. Four railroad crossings.

PARK HILL DRIVE.

Drive to Pine Grove school house as in No. 1; at this point take the Park Hill road as described in No. 1; follow it until you reach the large house and barn on the right at the top of the hill (see "E. Searle" on Northampton and Easthampton map). At this point you get a very fine view of Pomeroy mountain and the Manhan river valley. Turn here to the left or go on to the next road to the left before turning; follow either of these roads about one and one-half miles and after passing a school house you enter the road from Southampton to Easthampton, on the west side of the Manhan river, called West street on the map; turn here to the left and after driving a little less than a mile, you enter the direct road from Easthampton to Northampton near a large bridge, here turn to left to Northampton. A favorite drive of mine. Shown on the Northampton and Easthampton map. Ten and one-half miles; railroad crossings on return drive.

THIRTEEN MILES DRIVE.

Drive as in No. 29, to the house at the top of Park Hill and instead of turning to the left as in No. 29, keep the straight road until you are obliged to turn; then turn to the left, and after driving half a mile turn to the right (the first road to the right after the last turn). Follow this road a little less than a mile until it divides, then turn to the left and cross a bridge into Loudville; turn here to the right and pass through Loudville (take no road to the left) to Kingsley's bridge (described in No. 4); turn to the

right, cross this bridge, and you are on the direct road to Northampton. Shown on the Northampton and Easthampton map. No railroad crossing.

No. 31.

EIGHT AND ONE-HALF MILES DRIVE.

Drive over Park Hill, as in No. 30, until you are obliged to turn, then turn to the right, drive three-quarters of a mile and take the first road to the right to Northampton. Shown on the Northampton and Easthampton map. No railroad crossing.

No. 32.

NINE MILES DRIVE.

Drive as in No. 31, and instead of making the last turn to the right, keep the straight road to West Farms; here turn to the right (described in No. 3), and come home through Florence. Shown on the Northampton and Easthampton map. No railroad crossing.

No. 33.

FOURTEEN MILES DRIVE.

Drive as in No. 32, and instead of turning to the right at West Farms, keep the straight road to Roberts Meadow, then turn to the right and come home through Florence. Shown on the Northampton and Easthampton map. No railroad crossing.

No. 34.

**TWELVE AND ONE-HALF MILES
DRIVE.**

Drive over Park Hill until you are obliged to turn; then turn to the left, then after driving half a mile and passing one road to your left,

turn to the left (instead of the right as in No. 30), at the top of the hill. This will take you into Easthampton at the cemetery, then turn to the left to Easthampton center and Northampton. Or, a short distance before crossing the river into Easthampton, turn to the left at a large red house on the hill, and you will soon reach the direct road from Easthampton to Northampton. Shown on the Northampton and Easthampton map. Railroad crossings on the return drive from Easthampton.

No. 35.

SEVENTEEN MILES DRIVE.

Drive as in No. 30, over Park Hill until you are obliged to turn; turn here to the left, then keep the direct road for half a mile and you will descend a hill into the village of Glendale. Cross the Manhan river and take the first right hand road about a mile from the river. Turn again into the first right hand road about half a mile further on, and after a short distance turn again to the right into a road little travelled (take no road to the left) and you will, after driving a mile or more, pass the old lead mines. Drive on through Loudville to Kingsley's bridge and turn to the right, reaching Northampton through West street. All but the very southern part of this drive is shown on the Northampton and Easthampton map, and all of it is shown on the County map. No railroad crossing.

No. 36.

TWELVE MILES DRIVE.

Drive to South Hadley as in No. 10; re-turn on the same road a short distance down the hill, and take the first road to the right. Drive until you turn to the left at the foot of

Mt. Holyoke, pass around the end of the Holyoke range, through the "pass of Thermopylae" to the Hockanum ferry road, which turns to the left at the hotel; cross the ferry to Northampton. All shown on the County map by a red dotted line. The road is near the railroad and crosses it several times in the first four miles, and in Pleasant street on the return drive.

No. 37.

FIFTEEN MILES DRIVE.

Drive as in No. 36, to South Hadley and Hockanum, and instead of crossing Hockanum ferry, keep the direct road up the bank of the Connecticut river until you reach Hadley street; turn here to the left and you are on the "Bay road," which leads to Northampton. The last part of this drive, from Hockanum ferry to the bridge over the Connecticut river, is shown on the Northampton and Easthampton map, the road following the east bank of the Connecticut river. Railroad crossings as in No. 36.

No. 38.

MANASSAS GAP, or NOTCH DRIVE.

Drive to Hockanum Ferry and pass around the southern end of the Mt. Holyoke range as in No. 9, then instead of turning to the right, keep the direct road for about two miles, and take the second road to the left. This road is a little indistinct on the County map, as it follows the black dotted boundary line between South Hadley and Granby. Keep the direct road which bears to the left (take no roads leading to the right), and you will pass through the Notch or Gap in the Mt. Holyoke range; after descending the mountain slope, turn to

the left at the first road, which is the "Bay road," thence to Northampton. Eighteen miles. Railroad crossings in Northampton. At the Conn. river bridge, on returning, you are near the Central Mass. railroad.

No. 39.

NOTCH DRIVE, RETURN via AMHERST.

Drive as in No. 38, until you descend the mountain slope; then instead of turning to the left, keep the direct road to Amherst, thence to Northampton. Two railroad crossings after leaving Northampton, and near the railroad the last three miles. Eighteen miles.

Nos. 40, 41, 42, 43.

BAY ROAD DRIVES.

The "Bay road," or the old stage road from Northampton to Boston, affords delightful drives. After crossing the bridge over the Connecticut river, take the first road to the right, not many rods beyond the bridge. This road crosses the lower part of Hadley streets, and runs along at the foot of the Mt. Holyoke range to Belchertown and the East. After passing Hadley streets and crossing the bridge at the pond, bear to the left, the road to the right is discontinued. Shown by a red dotted line on the County map. By an examination of the County map it will be seen that you can take the direct road to Hadley and Amherst, which is intersected by four roads before you reach Amherst, turn to the right at any of these, as they all lead into the Bay road (if you turn at the road just before reaching the railroad crossing beyond Hadley, turn again to the right at the next road). Only one of these roads crosses the Bay road, and that is Middle street in Hadley. At the Bay road turn to the right to Northampton. Several railroad crossings.

*No. 44.***SEVENTEEN MILES DRIVE.**

Drive to Amherst as in No. 8. At Amherst turn to the right, down Broadway past the College buildings, and keep the direct road south until you reach the Bay road, then turn to the right to Northampton. Several railroad crossings.

The road from Amherst south crosses the Bay road at the foot of the Mt. Holyoke range and passes through the Notch to South Hadley.

*No. 45.***OVER MT. TOM RANGE.**

Drive to Smiths Ferry as in No. 10, then, instead of crossing the railroad keep on to the south, down the river about three and one-half miles; then turn to the right at the road which is the first road leading to the right after leaving Smiths Ferry. Then keep the direct road (take no roads leading to the left), which will take you over the Mt. Tom range to Easthampton, thence to Northampton. Sixteen miles.

The mountain road is not difficult and the variety of scenery—river, meadow and mountain—makes the drive a very pleasant one. Near a railroad for the first seven miles and on the return drive. Shown plainly on the County map and nearly all of it is on the Northampton and Easthampton map. See No. 10.

*No. 46.***TWELVE MILES DRIVE.**

Drive to Roberts Meadow as in No. 2; here turn to the left and after driving about two miles, turn to the left at the first road after leaving Roberts Meadow (West Farms). A few rods after turning, you cross a small bridge and where the road divides, a short distance beyond, turn to the left and come home through Florence. Shown on the Northampton and Easthampton map. No railroad crossing.

*No. 47.***THIRTEEN MILES DRIVE.**

Drive as in No. 46, to West Farms; then instead of turning to the left, keep the direct road past the Chapel, turning to the left at the first road, and you will come home past Pine Grove School House. Shown on the Northampton and Easthampton map. No railroad crossing.

*No. 48.***ELEVEN MILES DRIVE.**

Drive to Roberts Meadow as in No. 2; turn here to the right and after driving about one and one-half miles, turn to the right at the first road after leaving Roberts Meadow, and you will come home through Leeds and Florence. Shown on the Northampton and Easthampton map. No railroad crossing if you do not cross the track at Leeds.

*No. 49.***TEN MILES DRIVE.**

Drive over Roberts Hill as in No. 2, and after crossing the bridge at the foot of the hill, turn at the first road to the right (before reaching Roberts Meadow village). This road will take you past the lower reservoir and home through Leeds. Shown on the Northampton and Easthampton map. No railroad crossing if you do not cross the track at Leeds.

*No. 50.***NORTH FARMS.**

Drive to the end of Elm street; at the water tank bear to the right into North Elm street, then keep the direct road, soon crossing the

railroad ; soon after passing the Catholic cemetery on your right, bear to the left and keep the direct road for about three-quarters of a mile, to where the road divides ; here bear to the right and you soon pass Florence cemetery on your left. About one mile farther on you reach North Farms, which consists of a dozen or more houses on one street on the hillside. In returning, at Florence cemetery bear to the left, and at the Catholic cemetery bear to the right. The road to the right at Florence cemetery will take you to Florence. Five miles each way. Shown plainly on the Northampton and Easthampton map.

Or, drive to Florence hotel and turn to the right into Maple street, then keep the direct road, which is nearly straight to North Farms. One railroad crossing each way.

No. 51.

SIX MILES DRIVE.

Drive as in No. 50, to where the road divides three-quarters of a mile beyond the Catholic cemetery ; turn here to the left, then keep the straight road until you cross the railroad (see "J. F. Warner" on the Northampton and Easthampton map), turn here to the left and come home through Florence.

No. 52.

EIGHT MILES DRIVE.

Drive as in No. 51, until you cross the railroad at "J. F. Warner's ;" turn here to the right, crossing the railroad again within a few rods, then after going half a mile, pass under the railroad, bearing to the left where any roads lead to the right. After crossing a high bridge, bear to the left to Florence and Northampton.

CHESTNUT MOUNTAIN.

Drive to North Farms as in No. 50, keep on over the hill to the foot of the hill where the road divides; bear here to the right (there is a dwelling house at the left) go on about one mile through Mountain street and turn to the right at the first road (the road crosses where the red dotted line begins on the County map). A short distance after turning into this road you enter the woods, and after going about one-third of a mile, and shortly after you begin to descend, take the first road to the left. It is grass grown, and it is necessary to keep a look-out or you will pass it. The ascent soon begins, and a drive of a short distance brings you to the summit of Chestnut mountain or hill; elevation 700 feet. I have marked this place on the County map by the letter C in red ink, in the southern part of Whately. The view from this place amply repays you for the trouble of reaching it. It is the finest view that I know of from any point of so slight an elevation. From one point on this hill I have counted sixteen villages—Whately, Sunderland, Amherst, No. Amherst, So. Amherst, Belchertown, Shutesbury, Pelham, Hadley, No. Hadley, So. Hadley, Hatfield, No. Hatfield, Northampton, Florence and Easthampton.

Return by the grass grown road on which you came, to the foot of the hill; turn here to the left (east), pass through the woods about two miles, and a few rods before you reach a small bridge, turn to the right. Go on through the woods about two miles farther until you cross the bridge over “Loch Malley” (the road is shown on the County map in the western part of Hatfield), and then a short drive brings you into the road from Northampton to Whately, a short distance above the Camp Meeting grounds; turn to the right to Northampton. Fifteen miles.

Or, in returning, instead of turning to the right just before crossing the small bridge referred to, cross the bridge and keep the direct road, which will take you into the road from Northampton to Whately; turn to the right to Northampton. No railroad crossings except within two miles of Northampton. The distance is about the same.

No. 54.

SIXTEEN MILES DRIVE.

Drive as in No. 53, to the top of Chestnut mountain; then instead of returning the same way that you ascended, keep the straight road over the hill and down the north side; turn to the right just at the foot of the hill just before crossing the bridge. This road will take you into the road from Northampton to Whately at Westbrook. Turn to the right to Northampton at the foot of the hill below the mill. See remarks after No. 56. Railroads as in No. 53.

No. 55.

SIXTEEN MILES DRIVE.

Drive as in No. 54, over Chestnut hill, and at the foot of the hill cross the bridge and turn to the left; after this, keep the direct road, bearing to the left where any roads lead to the right until you reach Mountain street, and you will come home through Mountain street and North Farms. See remarks after No. 56. One railroad crossing each way.

No. 56.

SEVENTEEN MILES DRIVE.

Drive as in No. 55, over Chestnut hill, and after you cross the bridge at the foot of the hill, take the first road to the right and a drive of one mile brings you to Whately center. An

exceedingly fine view of the Connecticut river valley is obtained from the hill as you descend to Whately center. At Whately turn to the right to Northampton. Railroads as in No. 53.

The drive down the north side of Chestnut hill is steep and difficult, and no one should attempt it unless he is a good driver and knows his horse. This applies to the last three drives. If you wish to take the drives No. 54 and 56, from the north side of Chestnut hill without passing over the hill, that side of the hill can be reached by reversing drive No. 55, i. e. drive through North Farms and Mountain street as in No. 53, but instead of turning to the right as in No. 53, keep the direct road, taking none of the several roads which lead to the left, pass down a hill, cross a brook, bear to the right and you soon come to the junction of roads close by the bridge, on the north side of Chestnut mountain.

Or, you can reach the north side of Chestnut mountain by taking the Whately drive (No. 6) as far as Westbrook. After crossing a bridge, turn to the left, ascend the hill, pass the mill (there is a fine water-fall here), keeping the direct road, and after crossing two more bridges, you will come to the junction of roads as above.

Study these roads in Whately, all plainly shown on the County map, for no finer drives, no better or more shady roads, can be found than those around Chestnut mountain, West Whately and Westbrook.

No. 57.

SIX MILES DRIVE.

Drive to the top of Hospital Hill ; just after passing the gate to the Hospital grounds, turn to the right, then keep the direct road over the next hill and across the flat beyond ; at the top of another small hill the road divides, turn to

the left and again to the left at the first road, and a drive of half a mile brings you to Pine Grove school house; turn here to the left to Northampton. No railroad crossing.

No. 58.

SIX MILES DRIVE.

Drive as in No. 57, to the top of the second hill beyond the Hospital where the road divides, turn to the right and come home through Florence. No railroad crossing.

No. 59.

TEN MILES DRIVE.

Drive as in No. 57, to Pine Grove school house, and instead of turning to the left, keep on in the straight road to Easthampton, and return by the lower road. Railroad crossings on the return drive from Easthampton.

No. 60.

FOURTEEN MILES DRIVE.

Drive as in No. 57, to Pine Grove school house, and then take the Park Hill drive from this point as in No. 29. Railroad crossings on the return drive.

No. 61.

TO SOUTHAMPTON.

Drive to Easthampton as in No. 28; pass through the Main street, and at the Stone Library building turn to the right, then keep the direct road. Shown plainly by a red dotted line on the County map. This is a very pleasant drive, no unsightly views, few hills and those small, and no railroad crossing. Nine miles each way. If you drive to Easthampton as in No. 11, you save half a mile, but cross the railroad.

*No. 62.***TO SOUTHAMPTON.**

Drive as in No. 11 or 28, until within a few rods of the bridge over the Manhan river, just before reaching Easthampton; turn here to the right, then keep the direct road. Eight and one-half miles each way.

*No. 63.***TO SOUTHAMPTON.**

Drive to Southampton as in No. 61, and return by No. 62. To do this, in returning from Southampton, turn to the left at the cemetery. Seventeen and one-half miles.

*No. 64.***FOURTEEN MILES DRIVE.**

Drive as in No. 35, to the village of Glendale, cross the river and take the first road to the left, which is about three quarters of a mile from the river; turn again to the left at the first road (the right leads to Southampton), and the direct road will take you through West street, on the north side of Manhan river, to Easthampton bridge, thence to Northampton. Railroad crossings on return drive.

*No. 65.***TO KIDD'S LOOKOUT.**

Drive to Roberts Meadow as in No. 2; then keep the direct road (take no roads to the left) for about four miles, and when you reach the top of a long hill, the highest part of the road, turn to the left into the woods at a grass grown road. After driving one-third of a mile on this road, you reach the summit of the hill. The road you have taken, before turning into the woods, is the old road to Chesterfield

(shown on the County map by a red dotted line beginning at Roberts Meadow) and is a fine road and a beautiful drive. The last mile before turning into the woods, is a long hill, but the road is very good. I have located Kidd's Lookout on the County map by the letter K in red ink.

The afternoon is the best time to get the view from this hill. There is little to be seen to the west, but the view to the east and south is very fine. You are at an elevation of 1400 feet, or 450 feet higher than Mt. Holyoke and Mt. Nonotuck, which you overlook. No railroad crossing. Ten miles each way.

No. 66.

AROUND HANGING MOUNTAIN.

Drive as in No. 65, to the first road leading to the left, north of Hanging Mountain (shown on the County map). This road, which is within a mile of Kidd's Lookout, descends a little to a bridge; after crossing the bridge you will ascend for some distance and take the first road to the left (partly grass grown) and keep to the left. You will soon pass a reservoir, a beautiful sheet of water, with a picturesque old mill at the outlet. Keep the direct road now, and after going one mile and one-quarter (you will find an abundance of laurel on this road), turn to the left, at the first road after passing the reservoir, and you soon pass a house on your left. A few rods beyond this house the road divides; here turn and look back into the valley below you and see the finest water-fall in this region. At this division of the roads, keep the direct road (the road to your right leads down the hill to Westhampton center, and the road to your left leads to Roberts Meadow) which will take you to Kingsley's bridge near Loudville (No. 4). Cross the bridge and you are on the

direct road to Northampton. A good road all of the way with the exception of three miles northwest of Hanging Mountain, and that is fair. The whole line is shown on the County map. Twenty miles. No railroad crossings.

No. 67.

CANADA HILL—ROCKING STONE.

Drive to Kingsley's bridge (No. 4), cross the bridge and turn to the right; you will soon cross a stream, pass one road to the right, cross the stream again and come to a division in the road; bear here to the right, and cross the stream again. Now keep the direct road, passing several roads to both the right and the left. After passing a house on your right and one road to the right beyond it, you will cross the stream twice, and, as you enter another road, turn to the right. Keep the direct road, which bears a little to the left (take no roads to the right) until you reach a school house and several houses; turn to the left at the school house into a lane. You will have to inquire here just the location of the rocking stone, which is near. Twenty-four miles. No railroad crossings.

No. 68.

POMEROY'S MOUNTAIN.

Drive to Kingsley's bridge as in No. 4, then keep the direct road up the hill one and one-half miles to a school house on your right; turn here to the left and drive one and one-quarter miles to the first road to the right, at the foot of a sharp descent; turn here, and after driving a little over half a mile, turn to the left into a lane, at the end of which are two gates. Pass through the one to the left. From here the road can be easily followed to the

summit. There are no very steep places in this road, but a gradual ascent all of the way from Northampton, and you must take time for it. Plainly shown on the County map. The road does not now run over the mountain as shown on the map, but only up the northern side. Elevation 1,233 feet. The summit of this mountain is covered with small timber. A tower has been built, from which an uninterrupted view can be had. No railroad crossings.

No. 69.

HIGH RIDGE.

Drive to Haydenville as in No. 13; then keep the straight road past the Brass Works for about one mile to the Williamsburg depot. Instead of keeping the most travelled road which bears to the left to Williamsburg center, turn to the right. Keep this road three and one-half miles, and in this distance you pass over a high hill on Nash street, on which are several houses. After you descend this hill, keep the direct road (taking no roads to the right), until you come to a house on your left. This is about as far as you can safely drive. Leave your team here, and walk on the road a short distance, when you will see "High Ridge," which is the farthest high point you can see, nearly in front of you but a little to the left (left side of the road). If you leave the road on the left side, at about the point where you see the ruins of an old house, you will find the ascent quite gradual. There is no path to the summit. The whole country is open pasture, so that it is not important where you leave the road, but if you leave it as stated above, you will find the ascent more gradual than if you go farther along the road and nearer to the Ridge. The walk from where you leave your team to the summit is about one and one-half

miles. Aside from More's hill in the town of Goshen, High Ridge is the highest land in Hampshire County. Its elevation is 1,484 feet, 530 feet higher than Mt. Holyoke, or as high as the highest point of Bethlehem street in the village of Bethlehem, in the White Mountains. It is not a difficult climb, and ought to be visited by more people than it is. The view is very extensive in all directions.

Shown plainly on the County map in the northern part of Williamsburg. Twelve and one-half miles each way. Railroad crossings.

No. 70.

SEVENTEEN MILES DRIVE.

Drive as in No. 69, to the Williamsburg depot, turn here to the right and after driving a little more than a mile, take the first road to the right. Drive on this road two miles and turn to the right at the first road, which is Mountain street. Pass through Mountain street and North Farms to Northampton. Railroad crossings.

No. 71.

TWENTY MILES DRIVE.

Drive as in No. 69, until you have passed through Nash street. When you descend the hill beyond the houses, turn to the right at the first road, and after going one mile you reach West Whately, shown on the County map where the road divides, the left descending, the right ascending. Turn to the right, and after driving about half a mile, you pass two roads on your left very near together. At the third road to the left, in the hollow where there is a guide board (the inscription on which is illegible), turn to the left. This will take you into Mountain street, thence home through North Farms. The road described here from

West Whately to Mountain street, is a part of the road from Conway to Northampton, and is shown by a red dotted line on the County map. This is a very beautiful drive of twenty miles. Railroad crossings.

No. 72.

TWENTY MILES DRIVE.

Drive as in No. 71, until you reach West Whately where the road divides; here take the left, or descending road, which follows the brook. After driving about one mile you enter another road (if you turn to the right here and go up the hill you will come into Mountain street, as in No. 71). Turn to the left, and after a short distance the road divides; turn here to the right, cross the brook and then bear to the left (the road up the hill, grass grown, goes over Chestnut mountain), and you will find a beautiful drive down the brook to Westbrook. After descending the hill by the mill, turn to the right to Northampton. When you cross the bridge at the foot of the hill, be sure to take the road to Northampton (see guide board), after this the road is very direct. Railroad crossings.

No. 73.

NINE MILES DRIVE.

Drive through King street; after crossing the railroad at the old Catholic Church and going about three-quarters of a mile, just before reaching a slight elevation in the road, turn to the right. Cross the railroad, and after driving one mile down the Conn. river bank, you come into Bridge street, a few rods from the bridge over the Conn. river (you can turn to the right here down Bridge street and make the

drive three and one-half miles long). Turn to the left here, cross the bridge, and after a few rods bear to the right. At the foot of Middle street in Hadley, where the road crosses, turn to the right (road to South Hadley) and keep the direct road to Hockanum; turn to the right at the hotel and cross the ferry to Northampton.

No. 74.

TO MT. HOLYOKE.

Drive through Pleasant street to Hockanum Ferry, cross the ferry and turn to the left; a short drive will bring you to the mountain road. Two and one-half miles each way.

Or, drive through Bridge street, cross the bridge over the Connecticut river and take the first road leading to the right. Keep this road to the foot of Middle street in Hadley, where the road crosses; turn here to the right (road to South Hadley), then keep the direct road, and at Hockanum you will see the road to the mountain. Five and one-half miles each way. Go one way and return the other—eight miles. Railroad crossings in Pleasant and Bridge streets. From the Prospect House can be seen mountains in four States, also forty towns. See advertisement.

No. 74 1-2.

TO MT. NONOTUCK.

Drive to Mt. Tom station as in No. 10. From here there is a very good road to within a few rods of the summit of Mt. Nonotuck, where there is a shed at which you can leave your team. Railroad crossings, and the road is near the railroad for half a mile. Two and one-half miles each way.

*No. 75.***TO NORTH HADLEY.**

Drive to Hadley as in No. 7. On reaching Hadley street, turn to the left; at the upper end of the street you will have to bear to the right. Now keep the direct road which bears to the left, along the bank of the Conn. river to North Hadley. Plainly shown on the County map by a red dotted line. Two railroad crossings each way. A beautiful drive of six miles each way.

Or, you can drive as above, and just before reaching North Hadley, turn to the left, cross the ferry to Hatfield, then turn to the left to Northampton. Twelve miles. Several railroad crossings.

*No. 76.***AROUND MT. WARNER.**

Drive to North Hadley as in No. 75. Take the first right hand road after passing through North Hadley; turn again to the right after going a few rods, then keep the direct road to Plainville. Turn here to the right, pass over the slope of Mt. Warner, through Hadley to Northampton. Fifteen miles.

Or, at Plainville, keep the straight road south, and any of the roads turning to the right will take you through Hadley to Northampton. Hadley, North Hadley, Plainville and Mt. Warner are all plainly and correctly shown on the County map in the town of Hadley. Several railroad crossings.

*No. 77.***TO SUNDERLAND.**

Drive to North Hadley, as in No. 75, then keep the direct road north. Take no roads to the right, but keep the direct road along the river bank to Sunderland. Shown on the County map by a red dotted line. Twelve miles each way. Two railroad crossings each way.

TWENTY-FIVE MILES DRIVE.

Drive to Sunderland, as in No. 77; here turn to the left and cross the bridge over the Conn. river; then take the first road to the left and keep the direct road, passing through East Whately, North Hatfield and Hatfield to Northampton. Several railroad crossings.

TO SOUTH DEERFIELD.

Drive to Hatfield church (No. 5), then keep the direct road north, as shown by the red dotted line on the County map, passing through North Hatfield and East Whately and at Sugarloaf mountain bearing to the left to South Deerfield. Thirteen miles each way. Several railroad crossings.

TO SOUTH DEERFIELD.

Drive to Whately as in No. 6. Take the second road to the right after passing the church, and then keep the direct road to South Deerfield. Shown on the County map by a red dotted line. Twelve miles each way. Two railroad crossings each way.

Or, drive as in No. 5, to where the road divides, one mile beyond the railroad crossing; here keep the direct road, passing the camp meeting grounds. After crossing two roads in the next two miles the road divides; here bear to the right, keeping the direct road north (line of telephone) past North Hatfield station to South Deerfield. Twelve miles each way. Several railroad crossings.

*No. 81.***TO SOUTH DEERFIELD.**

Drive to Sunderland as in No. 77, cross the bridge over the Conn. river, then keep the direct road, which bears a little to the right, passing close to the sandstone cliffs of Sugar-loaf mountain. Shown on the County map by a red dotted line. Thirteen miles each way. Two railroad crossings each way.

*No. 82.***TO SUGAR-LOAF MOUNTAIN.**

Drive to South Deerfield, by either No. 79 or 80. The road to the mountain leads out of the village street to the east, as shown on the County map. Thirteen miles each way. Several railroad crossings.

If you are a good driver you can drive to the summit. From most of the mountains and hills in this vicinity we look across the Conn. valley, but Sugar-loaf mountain is located in the center of the valley, and the view of the river and meadows down the valley to the south is very fine.

*No. 83.***TO WHATELY GLEN.**

Drive to Whately as in No. 6, then keep the direct road north (take no roads to the right). After driving a little more than one mile, you cross a bridge, and turning to the left ascend quite a hill. The house at the top of this hill is the residence of Chas. S. Sanderson, who owns the Glen. Here put up your team, as you cannot drive into the Glen. Ten miles each way. Several railroad crossings. See advertisement.

*No. 84.***THIRTEEN AND ONE-HALF MILES
DRIVE.**

Drive to Haydenville as in No. 13; turn to the east at the Congregational Church, cross the railroad, drive about two miles to where the road divides, and bear to the right (the left will take you through Mountain street). Pass over the hill and through North Farms to Northampton. A very beautiful drive of thirteen and one-half miles. Several railroad crossings.

*No. 85.***TO CONWAY.**

Drive to North Farms as in No. 50; then keep on over the hill, and at the foot of the hill where the road divides, bear to the right. Pass through Mountain street, cross one road at the upper end of Mountain street, and turn to the left at the next road, which will take you to West Whately. Cross the river here over the first bridge and turn to the left; the road soon bears to the right, passing between a school house and a dwelling house, and then is quite direct. Shown on the County map from Mountain street by a red dotted line. Return the same way. Fourteen miles each way. Several railroad crossings.

*No. 86.***TO CONWAY AND RETURN BY
WHATELY GLEN.**

Drive to Conway as in No. 85. At the center of the town turn to the east near the Congregational parsonage (stage road to South Deerfield). After driving three-quarters of a mile, take the first road to the right, then keep the

direct road, bearing to the left where any roads lead to the right. A drive of about three miles will bring you to Whately Glen ; from here the road to Northampton is described in No. 83. A very fine drive, which gives you the opportunity of stopping at Whately Glen. Twenty-eight miles. Several railroad crossings.

No. 87.

TO CONWAY—RETURN BY SOUTH DEERFIELD.

Drive to Conway as in No. 85. Turn to the east at the Congregational parsonage, and keep the direct road, bearing to the right at the second road to the right after leaving Conway center (taking no roads to the left), then keep the direct road as shown by a red dotted line on the County map to South Deerfield, thence to Whately center and Northampton.

Or, at South Deerfield, take the road that leads close to Sugar-loaf mountain (not the road to the summit) and a few rods before reaching the Conn. river, turn to the right and come home through East Whately and Hatfield. Or, at Sugar-loaf mountain, cross the Conn. river and come home through Sunderland and Hadley (No. 77). Thirty miles. Several railroad crossings.

No. 88.

TO ASHFIELD.

Drive to Williamsburg (No. 14 or 15); pass the hotels and cross the first bridge, then cross the street and take the road directly ahead (North street), which leads up the hill and follows the left bank of the brook, as shown on the County map. Keep the direct road ; after going two and one-half miles and crossing a small brook, take the second left hand road,

then after one mile and a half where the road divides, bear to the left and in about three-quarters of a mile farther, you come into another road; bear here to the right and after a short distance turn sharply to the left down a little descent; cross the brook and ascend a long hill. The road from here is unmistakable, passing through South Ashfield to Ashfield. The whole road from Williamsburg to Ashfield is shown on the County map by a red dotted line. If you go to and return from Williamsburg by No. 15, there are no railroad crossings on this drive. Eighteen miles each way.

No. 89.

TO ASHFIELD—RETURN via CONWAY.

Drive to Ashfield as in No. 88, and return the same way as far as South Ashfield. Here bear to the left and follow the bank of South river, as shown by a red dotted line on the County map, to Conway. A good road, of easy descent all of the way, and a very beautiful drive. From Conway you can come to Northampton by Nos. 85, 86 or 87; Nos. 85 and 87 are shown by red dotted lines on the County map. If you return by No. 85, the distance is thirty-eight miles; by No. 86, thirty-eight miles; and by No. 87, forty miles. Several railroad crossings.

No. 90.

TO GREENFIELD.

Drive to South Deerfield as in No. 79, or 80; then keep the direct road north, which follows the Connecticut River Railroad track, and passes through Deerfield. A mile beyond Deerfield, after passing under the railroad, turn to the left and cross the Deerfield river, then turn to

the left and a short drive takes you into Greenfield. The line of this drive is shown on the County map by a red dotted line. Twenty miles each way. Several railroad crossings.

No. 91.

TWENTY-SEVEN MILES DRIVE.

Drive to South Deerfield (No. 79 or 80), then continue north on the road parallel with the Conn. River Railroad track, and just before the road crosses the railroad track, turn to the right. Keep the direct road and you will come into a road on the bank of the Conn. river; follow this road down to the Sunderland bridge, thence to Northampton by No. 79 or 81. Shown on the County map in the town of Deerfield. Several railroad crossings.

No. 92.

THIRTY-NINE MILES DRIVE.

Drive to South Deerfield and continue north to Deerfield center, then keep the direct road north. Pass under the railroad near the Deerfield river and then keep the direct road (take no roads to the left), which will bear around to the right, and after two miles you will reach the Conn. river; follow this road down the bank of the river to Sunderland bridge, thence to Northampton by Nos. 79 or 81. Shown on the County map in the town of Deerfield. Several railroad crossings.

No. 93.

NINETEEN MILES DRIVE.

Drive to Williamsburg depot and turn to the right as in No. 69; after driving about one mile you will cross one road and at the next road (Nash street), turn to the left. This road will take you to Williamsburg center, thence to Northampton by either South street, or South Main street. Several railroad crossings.

*No. 94.***TO BELCHERTOWN.**

Drive through Bridge street, cross the bridge over the Connecticut river, and within a few rods, take the first road to the right, which is the "Bay road" as described between Nos. 39 and 40, and shown on the County map by a red dotted line. Follow this road to Belchertown, and return the same way. Fourteen miles each way. Several railroad crossings.

*No. 95.***TO BELCHERTOWN—RETURN via GRANBY.**

Drive to Belchertown (No. 94), thence to Granby and South Hadley, thence to Northampton (No. 9). Shown on the County map. Distance, twenty-nine miles. Several railroad crossings.

*No. 96.***TO BELCHERTOWN—RETURN via MANASSAS GAP.**

Drive to Belchertown (No. 94). In returning, turn to the west at the northern end of the Village Green into Walnut street. You will soon cross the railroad track, and after driving three-quarters of a mile farther you enter a road near the Town Farm; here bear to the left; after a few rods you will pass one road to the right, now keep the direct road (take no roads to the left), pass two roads to the right in the next three miles, and turn to the right at the next road (about seven miles from Belchertown center). This road leads through the Notch in the Mt. Holyoke range. After descending the slope of the mountain, turn to the left into the "Bay road" to Northampton. Thirty miles. Several railroad crossings.

PETTICOAT HILL.

Drive to Williamsburg (Nos. 14 or 15); here turn to the left at the Williams House and take the road up the hill until you come to the first left hand road where are two houses. The view from here is one of the finest in Hampshire County. Return the same way. If you go to and return from Williamsburg by No. 15, there are no railroad crossings on this drive. Nineteen miles.

MT. ESTHER.

Drive to the point where the road divides near the bridge at the north side of Chestnut mountain (see remarks between Nos. 56 and 57). If you come by the way of Mountain street, take the first road to the left; if you come by the way of Westbrook, after crossing the bridge north of Chestnut mountain, take the straight road up the hill, not much travelled, which is the same road in either case. At the next point of division, turn to the left, then keep the direct road which is travelled but little, and after a very hilly drive you will come to a house and fine farm on the highest part of the road, partly in Whately and partly in Conway. A path leads west from here to the summit of Mt. Esther, which is 995 feet high. The Signal Service placed a flag on this summit a few years since. The summit is open, allowing fine views. The road on which you have come continues to Conway. This is a hard road with steep ascents. Shown on the County map in the northern part of Whately. Twenty-two miles. Several railroad crossings.

No. 99.

TO CHESTERFIELD AND WORTH- INGTON.;

Drive to Roberts Meadow, then keep the direct road as in No. 65. After driving about four miles beyond Roberts Meadow, you will pass over the highest part of the road near Kidd's Lookout. After descending a long hill in Chesterfield, passing one road to the right, and one to the left, you cross a river and turn to the right at the first road, to Chesterfield center. At Chesterfield center, take the road to the west, passing through West Chesterfield to Worthington, as shown on the County map by a red dotted line. To Chesterfield, twelve and one-half miles. To Worthington, eighteen and one-half miles. No railroad crossings.

No. 100.

TO CHESTERFIELD via WILLIAMS- BURG.

Drive to Williamsburg as in No. 14 or 15; at Williamsburg turn to the left at the Williams House, and keep the most travelled road which bears to the right. You will soon cross the river, and keep the direct road, which, after passing one road to the right, soon divides; bear here to the left and soon cross the river again; now keep the direct road to Chesterfield center as shown on the County map by a red dotted line. If you go to and return from Williamsburg by No. 15, there are no railroad crossings on this road. Fourteen miles each way.

No. 101.

TWENTY-SIX AND ONE-HALF MILES DRIVE.

Drive to Chesterfield by No. 100, and return by No. 99, both plainly shown on the County map by a red dotted line.

*No. 102.***TO GOSHEN and CUMMINGTON**

Drive to Williamsburg as in No. 14 or 15 ; at Williamsburg, turn to the left and continue as in No. 100, until you have crossed the river and passed one road to the right. Where the road divides, bear to the right, then keep the direct road to Goshen, passing through Searsville. Shown on the County map by a red dotted line. Twelve and one-half miles each way.

After passing the church in Goshen, turn to the left at the first road ; keeping now the direct road, which passes through Swift River village, and is shown on the County map by a red dotted line to Cummington. Eighteen miles each way. No railroad crossings beyond Williamsburg.

*No. 103.***THIRTEEN MILES DRIVE.**

Drive as in No. 5, to where the road divides, one mile beyond the railroad crossing ; here keep the direct road, and you will soon pass the camp-meeting grounds. After crossing two roads in the next two miles, the road divides ; bear here to the left. Drive nearly one and one-half miles and take the first road to the left (do not cross the river, road turns at Champion Dickinson's place), continue on this road two miles, and as you enter another road, turn to the left, then keep the direct road and you will come into the road from Northampton to Whately, two miles above the camp meeting grounds ; turn to the right to Northampton. Two railroad crossings each way.

*No. 104.***SIXTEEN MILES DRIVE.**

Drive as in No. 103, to Champion Dickinson's place, and turn to the left as in same number. Drive on this road two miles, and as you enter

another road turn to the right, you will climb quite a hill, pass one grass grown road to the right (the Chestnut mountain road), and after driving about one-third of a mile farther, turn to the left into Mountain street. Pass through Mountain street, bear to the left, go over the hill and through North Farnis to Northampton. Three railroad crossings.

No. 105.

COLE'S MEADOW.

Drive as in No. 5, to where the road divides one mile beyond the railroad crossing; here turn sharp to the left into a road little travelled, skirting the woods, but shown plainly on the Northampton and Easthampton map, forming the western boundary of the camp-meeting grounds. Keep this road, which after one and one-half miles, bears to the right and comes into the road from Northampton to Whately, one-half mile north of the camp-meeting grounds, turn here to the right to Northampton. Seven miles. Several railroad crossings

No. 106.

TO GOODELL'S SEED FARM.

Drive on Amherst road (No. 8) to the railroad crossing beyond Hadley, do not cross the railroad, but bear to the right. At the next crossing of roads turn to the right, and at the next crossing, just after crossing a stream, turn to the left and keep this road to South Amherst. As you enter the Main street at South Amherst, drive around the northern end of the village green and turn to the east, at the road by the Town Farm. Keep this road, cross two railroads and one carriage road, and at the next junction of roads you come to the Farm. Return the same way. Twenty miles.

Or, in returning, at South Amherst, or at any of the roads between South Amherst and Hadley, you can turn to the left and drive to the "Bay road" (No. 40), and turn to the right to Northampton. Several railroad crossings.

No. 107.

TO HUNTINGTON.

Drive to Kingsley's bridge (No. 4), cross this bridge and keep the direct road up the hill. A drive of nearly five miles will bring you to Norwich Hill. Just before reaching the church on Norwich Hill, turn to the left and keep the direct road, which will take you down into the valley; cross the Westfield river at Norwich bridge and turn to the left. The road follows down the bank of the river to Huntington. Eighteen miles each way. No railroad crossings.

No. 108.

ASHFIELD, CUMMINGTON, WORTH- INGTON, NORWICH.

Drive to Ashfield (No. 88). At Ashfield center turn to the south, nearly opposite the hotel, then take the second road to the left; you will soon cross a road and turn to the right at the next road and to the right again very soon (straight road would take you to Goshen). Now keep the direct road several miles, passing four roads to the left and bearing to the left at the fifth, in the edge of the town of Plainfield, where are several houses. Keep the direct road, passing two roads to the right and bearing to the right at the next division in the road and go down a long hill into Cummington village. At Cummington village turn out of the Main street, opposite the river, keep

the direct road past the Fair Grounds and follow the river to West Chesterfield. At West Chesterfield turn to the right. The road lies near the west branch of the Westfield river, which it crosses several times. You will pass two roads to the left and bear to the left at the next separation of the roads. Keep the direct road bearing around to the left and going up a long hill to Worthington Corners. From Worthington Corners drive south through Worthington center, Ringville and South Worthington to Knightville; here cross the Westfield river and take the second road to the left. This road divides after a few rods; the right will take you directly to the church on Norwich hill, but I think the road to the left, called the Pond Brook road, is the pleasanter, following as it does Pond Brook, which is of considerable size and of rapid fall. At the top of the hill, turn to the right to Norwich church and take the road to the east to Northampton. This road from Norwich hill to Northampton is very direct. It passes through the town of Westhampton south of the center, crosses Kingsley's bridge at Loudville, and is shown on the County map by a red dotted line. There are hotels at Ashfield, Cummington, and Worthington Corners. Sixty-two miles. No railroad crossings beyond Williamsburg.

No. 109.

**TO WORTHINGTON—RETURN via
NORWICH.**

Drive to Worthington (No. 99). Return from Worthington by the same road as far as West Chesterfield; here take the road to the south, which follows the Westfield river about ten miles to Knightville. For road from Knightville to Northampton, see No. 108. Forty-five miles. No railroad crossings. Hotel at Worthington.

TO HUNTINGTON—RETURN via MONTGOMERY AND SOUTHAMPTON.

Drive to Huntington (No. 107); return as far as Norwich bridge, cross this bridge and turn to the right. Keep the direct road, and when you enter another road bear to the left, and then after a few rods turn to the right; now keep the direct road up, up, up to Montgomery center. Then (taking no roads to the right) turn to the left at either the second or third road, either of which will take you to Russellville. The views on the road from Montgomery center to Russellville are said to be very fine. From Russellville drive to Southampton, thence to Northampton (No. 61). Hotel at Huntington. Thirty-eight miles. Several railroad crossings on the return drive.

TO PLAINFIELD.

Drive to Goshen (No. 102); after passing the church take the first road to the left, drive on this road (which is the Cummington road) about one mile. Soon after passing a road to the right you will come to a school house, where the road divides; bear here to the right, and in a few rods to the right again. Now keep the direct road north (do not turn to the left) to a school house near Spruce Corners. At this point, turn to the left and keep the direct road, passing one road to the right and bearing to the right at the next one, thence the direct road to Plainfield. Return the same way. Nineteen miles each way. No railroad crossings beyond Williamsburg.

*No. 112.***FORTY-TWO MILES DRIVE.**

Drive as in No. 111, to Plainfield, and in returning, at Plainfield center, turn to the south at the church, into a road which leads to Mill brook and follows the brook down to the Westfield river. Cross the Westfield river and turn to the left to Cummington village, thence to Goshen, Williamsburg and Northampton, as shown on the County map by a red line. Hotels at Goshen, Williamsburg and Cummington. No railroad crossings beyond Williamsburg.

*No. 113.***CONWAY, ASHFIELD, GOSHEN, WILLIAMSBURG.**

Drive to Conway (No. 85), thence the road follows the South river to Ashfield, as shown by a red dotted line on the County map. At Ashfield center or Ashfield Plains, turn to the south, nearly opposite the hotel. Then take the second left hand road; you will soon cross one road and turn to the right at the next road; now keep the direct road (take no roads to the right) to Goshen. From Goshen the road to Williamsburg is shown on the County map by a red line. At Williamsburg, turn into South street and drive to Leeds by the old road, thence to Northampton. Hotels at Conway, Ashfield, Goshen and Williamsburg. Forty miles. Several railroad crossings in Northampton.

*No. 114.***MORE'S HILL.**

Drive to Goshen (No. 102). At Goshen center turn to the right at the church; you will pass the reservoir on your left and one road to the right; turn to the left at the first road,

which is one and two-thirds miles from Goshen center ; after driving about one mile you will see More's hill to the left, about one-half mile from the road. You will have to walk to the summit. Return the same way. This summit is the highest land in Hampshire County ; elevation, 1713 feet. The road from Goshen center to the hill is used but little. Thirty miles. No railroad crossings beyond Williamsburg.

No. 115.

TO GRANBY.

Drive to South Hadley as in No. 9. As you ascend the hill to the Main street, bear to the left and drive nearly one-quarter of a mile and then turn to the right. After driving three-quarters of a mile you enter another road ; turn here to the left and then very soon turn to the right, thence the straight road to Granby. Ten miles each way. The railroad crossings are in Northampton.

No. 116.

TO BERKSHIRE COUNTY.

I have traced in red ink on the County map three routes to Berkshire County. The northern route passing through Williamsburg, Goshen, Cummington, Windsor and Savoy to Adams. The southern route through Huntington, Blandford, Otis and Monterey to Great Barrington. The middle route through Chesterfield, Worthington, Peru and Hinsdale to Pittsfield. The middle route is as easy and pleasant as any, and by it you enter the County at its County seat, which being centrally located and having good hotel accommodations, is a good place at which to make your headquarters (see Maplewood Hotel advertisement). Hotels at Williamsburg, Worthington, Hinsdale, Goshen, Cummington, Huntington, Blandford and Otis.

*No. 117.***DEERFIELD RIVER VALLEY.**

Drive to Ashfield (No. 88), thence over Hawley hill to Charlemont. From here the road follows up the bank of the Deerfield river to Rice's hotel near the entrance to the Hoosac Tunnel. From here you can drive over Hoosac mountain to North Adams. In returning you can drive down the Deerfield valley through Charlemont and Shelburne Falls to Deerfield, thence to Northampton. Several railroad crossings.

*No. 118.***TO SARATOGA.**

Drive to North Adams via Williamsburg, Goshen, Cummington and Savoy, as shown by a red dotted line on the County map. Or, to North Adams by No. 117. From North Adams drive through Williamstown, Pownal, Vt., Hoosick Corners, N. Y., Hoosick Falls, Cambridge, Easton, Schuylerville, to Saratoga. Or, from Easton through Stillwater to Saratoga. Hotels in nearly every town. Distance about eighty miles each way.



APPENDIX.

ELEVATIONS ABOVE MEAN SEA LEVEL,

Mostly taken by E. C. DAVIS, Civil Engineer,
NORTHAMPTON, MASS.

	FEET.
Post Office crossing, Main Street, Northampton, . . .	149.7
Floor of South street bridge, ...	124.11
Edwards Church threshold, main entrance, ...	157.13
Junction of South and Fort streets, ...	170.44
Fort Hill at E. H. R. Lyman's, ...	157.75
Bridge Street Park, Cemetery entrance, ...	135.6
Junction of Park and Prospect streets, at J. R. Trumbull's,	182.77
Fountain curbing, at Elm and Prospect streets, . . .	194.67
Round Hill summit, ...	285.
Junction Elm and Massasoit streets, ...	202.53
Junction Elm and Prospect streets, ...	192.
Brick Yard Flat, at Bay State road, ...	160.86
Junction Main and Maple streets, Florence, ...	274.92
Overflow of Dam, Bay State Works, ...	197.85
Hospital Hill, West of Northampton Lunatic Hospital,	332.
Rocky Hill, ...	438.
Burt's Hill, ...	453.
Fortification Hill, on Fairbanks' Farm, ...	348.
Bear Hill, north summit, ...	494.
Bear Hill, south summit, ...	430.
Horse Mountain, north summit in Williamsburg, . . .	566.
Horse Mountain, west summit in Northampton, . . .	510.
Horse Mountain, south summit in Northampton, . . .	459.
Saw Mill Hill, north summit, ...	679.
Saw Mill Hill, south summit, ...	537.
Quigley's Hill, Leeds, ...	658.
Roberts Meadow, ...	403.
Roberts Hill, west summit, ...	749.
Roberts Hill, east summit, ...	717.
Knob Hill, west of Roberts Meadow, ...	937.
Mineral Hill, north summit, ...	860.
Mineral Hill, south summit, ...	497.
Smith's Hill, Westhampton, ...	1,206.
Turkey Hill, Westhampton, ...	818.
Turkey Hill, Northampton, ...	807.

	FEET.
Highway at Russell Church, Hadley, ...	122.
Average level of Conn. river at the foot of Hadley street, ...	98.
First step of Congregational Church at South Hadley, ...	269.
First step of Congregational Church at Granby, ...	329.
First step of Congregational Church at Belchertown, ...	595.
Hilliard's Knob, South Hadley, ...	1,120.
Mt. Holyoke Seminary, ridge of roof, ...	325.
Pelham, village street, ...	1,292.
Sunderland street, in front of hotel, ...	120.
Chesterfield center, ...	1,342.
Point one-quarter of mile southwest Chesterfield center, ...	1,360.
Floor of bridge at Bisbee's mills, Chesterfield, ...	1,020.
Iron water tank on road from Roberts Meadow to Chesterfield, ...	758.
Kidd's Lookout, Chesterfield, ...	1,400.
Mt. Tom, ...	1,214.
Mt. Holyoke, ...	954.
Mt. Nonotuck, ...	852.
Mt. Toby, ...	1,275.
More's Hill, Goshen, ...	1,713.
High Ridge, Williamsburg, ...	1,480.

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Ware, ...	489.
Gilbertville, ...	546.
Haydenville, ...	432.
Williamsburg, ...	492.
Easthampton, ...	169.
Southampton, ...	195.
Amherst, ...	258.
Huntington, ...	373.
Middlefield, ...	918.
Shelburne Falls, ...	430.
Florence, ...	273.
Leeds, ...	356.

The Law Relating to Guide Boards.

SECTION 1.—Every town shall in the manner provided in this chapter (53), erect and maintain guide-posts on the highways and other ways within the town, at such places as are necessary or convenient for the direction of travellers.

SEC. 2.—The selectmen or road commissioners of each town shall submit to the inhabitants at every annual meeting, a report of all the places in which guide-posts are erected and maintained within the town, and of all places at which in their opinion they ought to be erected and maintained. For each neglect or refusal to make such report they shall severally forfeit ten dollars.

SEC. 3.—Upon the report of the selectmen or road commissioners, the town shall determine the several places at which guide-posts shall be erected and maintained, which shall be recorded in the town records. A town which neglects or refuses to determine such places, and to cause a record thereof to be made, shall forfeit five dollars for every month during which it neglects or refuses so to do; and in such case, upon any trial for not erecting or maintaining guide-posts reported to be necessary or convenient by the selectmen or road commissioners, the town shall be estopped from alleging that such guide-posts were not necessary or convenient.

SEC. 4.—At each of the places determined by the town, there shall be erected a substantial post of not less than eight feet in height, near the upper end of which shall be placed a board or boards, and upon each board shall be plainly and legibly painted or otherwise marked the name of the next town or place to which each of such roads leads, and of such town or place of note as the selectmen or road commissioners may think proper, together with the distance or number of miles to the same; and also the figure of a hand, with the forefinger thereof pointing towards the towns or places to which said roads lead; but the inhabitants of a town may at their annual meeting agree upon some suitable substitute for such guide-posts.

SEC. 5.—Every town which neglects or refuses to erect and maintain such guide-posts or some suitable substitutes thereof, shall forfeit annually five dollars for every guide-post which it so neglects or refuses to maintain.

CHAPTER 203.

SEC. 76.—Whoever willfully and maliciously breaks down, injures, removes, or destroys a monument erected for the purpose of designating the boundaries of a city or town, or of a tract or lot of land, or a tree marked for that purpose, or so breaks down, injures, removes, or destroys a mile-stone, mile-board, or guide-board erected upon a highway or other public way or railroad, or willfully or maliciously defaces or alters the inscription on any such stone or board, or willfully or maliciously mars or defaces a building or sign board, or extinguishes a lamp, or breaks, destroys or removes a lamp, lamp-post, railing, or posts erected on a bridge, sidewalk, street, highway, court, or passage, shall be punished by imprisonment in the jail not exceeding six months, or by fine not exceeding fifty dollars.

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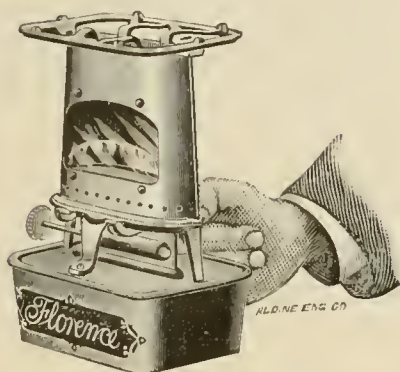
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FOR 1888.



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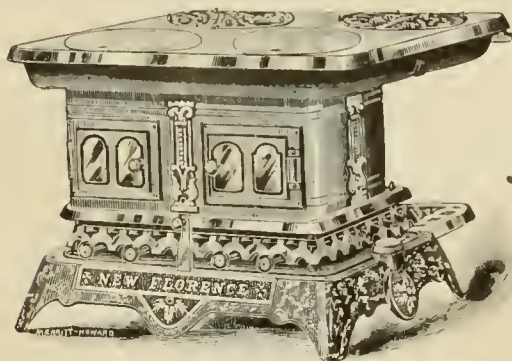
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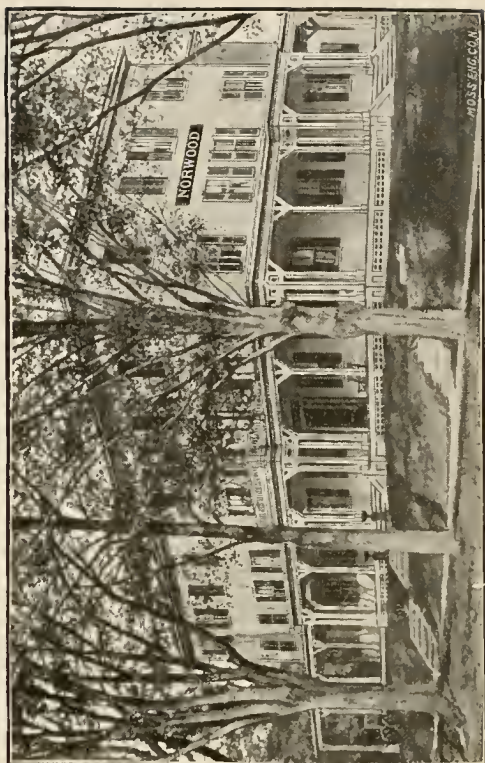
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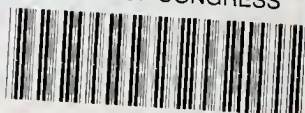
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